## CITY OF WASHINGTON, FRIDAY MORNING, FEBRUARY 16, 1855.

To be drawn at Wilmington, Delaware, in February, 1855 GREGORY & MAURY, MARAGERS

Class 25, for 1855

liekets #10—brilves \$5—quarters \$2 50. 864,660 1

STATE OF DELAWARE,

of packages of 26 whole tickets, \$220 00 do 25 half do 125 00 do 26 quarter do 02 50 do 26 eighth do 31 25

P. J. BUCKEY, Agent, Wilmington, Delaware.

	1000	IK E	ar disk		
1895.	Jan.	19	134	Baring, Brothers, & Co	\$9,000
		"	149	Do do	3,000
1827.	July	1	208	Edward Meyler, of Islington, in the county of Middlesex, Eng-	3,000
			22511	the county of Middlese 1, Eng-	3,000
			209	Do do	2,000
1831	April	20	2:9	Robert Vyner, of Gantby Hall, county of Lincoln, England	1,000
- 11	16	16	270	Do do	5,000
**	Dec.	29	9:6	Smith, Payne, & Smiths, of	40.000
			987	London, bankers	6,000
1849.	Nov.	21	321	John Ferguson, of Irvine, in	4,000
1044		225	1000	North Britain	1,000
15	9	"	322	Do go	2,000
- 11	14	11	393	Do do	3,000
it			325	Do do	5,000
- 41	- 46	"	326	Do do	5,000
1843.	Aug.	23	327	Johanna Schaer, of Germany Mrs. Jane L. Graham, of Wash-	2,000
		20	-30	ington city	956
1644.	Jan.	16	340	Miss Catherine Hays, of Rich-	1,000
- 61	11	20	341	Samuel Ford, of Bichmond	10,000
+1	Feb.	91	343	Jeseph Jackson, or Richmond	250
"	May	31	345	Joseph Jackson, or Richmond Thomas Cotterill, esq., at pres- ent residing at Birmingbam,	HATTER.
1112	SEE SEE	431	nev.	in Engined	1,000
1846.	Sept.	21	361	Most Hon. Richard Seymour Conway, Marquis of Hert-	
		33	3823	Conway, Marquis of Hert- ford, in Great Britain	5,000
"	44	**	362	Do do	5,000
"			363	Do do	5,000
- 44	- 44	11	376	Do do	10,000
44	. 14	**	377 417	Do do	5,000
1849.	Jan. May	30	421	L. Nunnally	100
12.44	22.0	90	422	John Hassins, of Branswick.	200
8.	444			John Ferguson, of Irvine, in Great Britain	5,000
**	44	**	493	Do do	5,000
37/19	Dec.	16	433	Haxall, Brothers, & Co., of Richmond	2,000
1851.	July	12	436	Alfred Lewis, of No 102 Pic- cadilly, London, eq	5,000
**	**	**	437	Do do	5,00
1859.	Feb.	7	439	Tazewell Taylor, executor and trustee under the will of Up-	
			C.M.		800
-	**	9	441	Arthur A. Morson, special com-	200
		100	111,000	missioner in the suit of Hicks	
	- 44	35.00	442	we. Morrie's administrator	800 350
11	March	90.750	446	A. A. Morson and R. T. Daniel,	204
34.3	153103	1000	0.00	as commissioners for the cir-	
明洁			CQ#9	cuit court of chancery, &c.,	35
**		18	447	Jane E. Clopton, of Gloucester. E. A. J. Clopton, of Richmond. Robert B. Carter, United States	50
- 66	- 44	- 44	448	E. A. J. Clopton, of Richmond.	20
Di .	44	19	449	Robert B. Carter, United States	
	440	-	450	Hill Carter, of Shiriey. E. A. J. Clopica, of Richmond.	4,00
fi.	Aug.	- 3	451	E. A. J. Clopion, of Richmond.	9,00
1853.	Feb.	9	452	Manual Market Linever trustee of Mrs.	40 9199
**	86	**	453	Ann Howard	63
4	**	4	454	Edward Berkeley, trustee for	65
	-119			Mrs. Ann B. Berkeley	20
1842,	Nov.	23	99	President and Directors of the Piremen's Insurance Compa-	
		317		ny of Baltimore	3,00
1844.	Jan.	18	25	Miss Margaret Wilson, of Nor-	
**	Peb.	19	33	folk	1,00
- 11	Aug.	21	48	Noriolk Provident Society	1.000
1845.	Sept.	. 5	54	Portsmouth Frovident Society	1,56

Control States Patent Office,

Washington, Jan. 10, 1855.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of a material granted to the end James R. Putnam on the first of Same R.

Washington, Jan. 10, 1855.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of a material granted to the end James R. Putnam on the first of Same R.

Washington, Jan. 10, 1855.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of a material granted to the end James R. Putnam on the first of Same R.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of a material granted to the end James R. Putnam on the first of Same R.

Washington, Jan. 10, 1855.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of a material granted to the end James R. Putnam on the first of Same R.

Washington, Jan. 10, 1855.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of James R.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, graying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, praying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, praying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, praying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, praying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, Louisiana, Louisiana, praying for the eleminor of James M.

Putnam, deceased, of New Orleans, Louisiana, Louisian

Cromwell's Baltimore Steamship Line between Baltimore, New York, and Boston,

Description of the second of the Semiler Description of the Semiler Descrip

THE Royal Kalendar, (Red Book;) a court and city register for England, Scotland, Ireland, and the colonies, for Jan 14

FRANCK TAYLOR.

FOR THE WEST AND SOUTH, BALTIMORE AND ORIO NAILROAD.

wes at nonmore at 1, p. m.
The Frederick sectionmodation train, for Frederick and interme-liate places, will start at 4, p. m., daily, (except Sanday,) arriving a Frederick at 1 40. Returning, will have Frederick at 9, a. m., criving at Baltimore at 12 30, noon.
The Ellicott's Mills accommodation will be rgn daily, (except

The New York and Liverpool United States

g this line are: trees, ships having been built by contract expressly for government service, every ear has been taken in their construction, as also in their engines, to many strength and speed; and their accommonations for passengers are unoqualided for eigence and confort. Price of passage from New York to Liverpool in first cabin, \$130, a second cabin, \$15. Scalaise use of extra-size state-rooms, \$255, or Liverpool to New York, 50 and 20 guineas.

An experienced surgoon attached to each ships.

PROPOSED DATES OF SAILING

...Dec 27, 1854.
...an. 10, 1855.
...lan. 54, "
...Feb. 7, "
...Feb. 21, "
...March 7, " Saturday Dec. 16, 1854.
Saturday Dec. 20, "
Baturday Jan. 13, 1855.
Saturday Jan. 27, "
Saturday Feb. 10, "
Saturday Peb. 24, "

WASHINGTON BRANCH RAILROAD.

Particular attention is called to the rule requiring a responsible sucher for any person of color who may wish to pass over the road.

THE FORMAL OPENING OF THE

Metropolitan Mechanics' Institute

Persons (wenty-one years of age, and friendly to its objects, may be admitted to menthership of this institute; if between the age; of fourteen and twenty-one they may be admitted as junfor member. The ormer are required to pay an initiation (see of \$1, and \$2\$ per year thereafter, and the latter an initiation (see of \$1, and 1, per year thereafter.)

For the benefits of he School of Design, members and junior works.

Single admission — 25
Season ticket, (convertible into membership). — 25
Gentleman's season ticket, single — 1, 56
Lady's season ticket. — 1, 56
Lady's season ticket. — 1, 56
The office of the superintendent of the Exhibition, at the northern main entonce is the Smithsonian Institution, is open daily from 2, a m., until 5, p. m., where all business connected with this enterpoise will receive prompt attention. Written communications should also be addressed to the undersigned.

TROMAS C. CONNOLLY, fan 27—ee@ Superintendent.

Wikk despatch a steamer daily from Baltimore and Now York,

Band twice a week from flowing to Baltimore and Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Bester the steamer daily from Baltimore to
Bester the steamer daily from Baltimore and Baltimore to
Baltimore the steamer of a patent granted to him on to be
Baltimore than day of April, 1854, for an improvement in "servey-wranches," like the saven years from the expiration of said patent which takes place on the islin day of April, 1856, which was place on the islin day of April next, 1855, at it o'clock, m; i and all the said petition be leaved at the Patent Office on Monday, the 2d day of April next, 1855, at it o'clock, m; i and all presons are notified in appear and show cause, if any they have, wife vail petition ought not to be granted.

TWENTY Demijohus Superior Old Rys Whisbey, beet in the District, for said by MURRAY & SEMNES.

UNITED STATES MAILS.

S From Albany, by Burliagion and Thurston, to Forks, 50 miles and back, once a week. Leave Albany every Thursday at 0 s m; Arrive at Williameth Forks next days by 12 m; Leave Williameth Forks every Friday at 2 p m; Arrive at Albany best days by 5 p m. Fropocais to commence at Symethee with be romaid From Oreyon City, by Harrison Wright's, Bicha and S. Alben's, to Salem, 30 miles and back, once Leave Oregon City every Monday at 6 a m; Arrive at Falen next day by 12 m; leave Segon every Saturday at 6 a m;

ADIVE at Salem next day by 12 in;
Lauve Salem every Saturday at 6 a m;
Arrive at Oregon City next day by 12 m.
From Linne, by 'Cualetin Plains and Harriv
Forest Grove, 50 miles and back, oncy a week
Leave Linton every Wednesday at 6 a m;
Arrive at Forest Grove same days by a p m;
Leave Forest Grove every Tuesday at 6 a m;

is from Oregon City, by Lebracon, to Sublimity, 40 miles and back, once a week.

Leave Oregon City every Monday at 6 a m;

Arrive at Sublimity some days by 7 p m;

Leave Sublimity every Satistady at 6 a m;

Arrive at Oregon City some days by 7 p m;

Prom For-land, by Monteytvania, Taylor's Perry, Rock Ureek, Cheinkam Gap, Rogers' Ferry, and Old French Mission, to Saisem, 79 miles and back, once a week.

Leave Fortland every Sonday at 6 a m;

Arrive at Fortland next days by 4 p m;

Leave Salem every Friday at 6 a m;

Arrive at Fortland next days by 4 p m.

From Salem, by Cincinnali, Fords, and Dallas, to Tillemook, 70 miles and back, once a week.

Leave Salem every Tursday at 0 a m;

Leave Salem every Tursday at 0 a m;

Leave Tillamook next days by 6 p m;

Leave Tillamook every Satisfay at 6 a m;

Arrive at Salem next days by 6 p m;

Leave Tillamook every Satisfay at 6 a m;

Arrive at Salem next days by 6 p, m;

Leave Tillamook every Satisfay at 6 a m;

From Salem to 6. H. Randall's, in Lyng county, and back, once a week

lidders to strict disamous and schedule of arrivals and de-

Bidders to state distance and schedule.

19733 From Sublimity, by Santyam Forks, to Pleasant Hill, it miles and back, once a week.

Leave Sublimity, by Santyam Forks, to Pleasant Hill, it miles and back, once a week.

Leave Sublimity overy Tuesday at 6 a in;
Arrive at Pleasant Hill rext Thursday by 4 p in;
Leave Pleasant Hill rext Monday by 4 p in.

19734 From Washington Bute to Grass Hill, in Linn county, 60 miles and back, once a week.

Leave Washington Bute every Wednesday at 6 a in;
Arrive at Grass Hill by 12 in same day;
Leave Grass Hill by 12 in same day;

Leave Grass Hill serve Saturday at 6 a in;
Arrive at Washington Bute Saturday at 6 a in.

NEW MEXICO.

partures.

104 From Taos to Donna Anna and back, once a week.

104 days to state distance and schedule.

1. Output of State of propose to convey the mails from September 1, 1855, to July 1, 1858, on oute No. from to to agree My. Recally to the advertmenent of the Postmaster General, dated January 30, 1858, and by the following mode of conveyance, viz:

Conditions to be incorporated in the contracts to the extent the De

the nature thereof and the importance of the mail, may be unide.

4. The Postmister General may annul the contract far repeated failures to run agreeably to centract; for shooking the Post Office laws, or the instructions of the department; for refusing to discharge a carrier when required by the department of or efficient of the assigning the expotract without the assect of the Postmaster General; for runing an appress as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

5. The Pustmaster General may order as increase on the contract pay, the may allowing floration a pro-rula increase on the contract pay, the may allowing floration and order of the departures, without increase of pay, provides he does not curtail the amount of running time. He may also order an increase of speed, he allowing, within the restrictions of the law, a pre-rula increase of pay for the additional stock or carriers, if any The contractor may, however, to the case of lacrases of speed, relinquish the contract by giving prompt price to the elegariment link he prefer doing so to carrying the order into effect. The Postmaster General may also cuttail or discontinue the service, at pre-rula decrease of pay, allowing one

IN CONGRESS OF THE U. STATES.

Thirty-Third Congress Second Session

THURSDAY, FEBRUARY 15, 1855.

SENATE.

Mr. STUART, from the Committee on Public Lands, to whom was referred the bill from the House of Representa-tives for the relief of Renry H. Marsh, reported it without amendment, and asked its immediate consideration. No

Mr. MASON, from the Committee on Foreign Relations, who were directed by a resolution of the Senast to inquire and rejort whether any, and if so, what compensation should be used to Commodore Perry for his services in negotisting the treaty with the empire of Japan, reported a bill for the relief of Commodore M. C. Perry; which was read and passed to a second reading. The bill preposes to give him \$20,000 for his services, in consideration of the difficult nature of the enterprise and the great advantages to the commerce of the United States which will result from the onening of the ports of that hitherto inaccessible

Claims, to whom were referred the bills from the House of Representatives for the benefit of the heirs of Philip R. Rice, deceased, and for the relief of the children and grand-children of Thomas Morris, reported them without amendment.

Mr. BAYARD, from the Committee on the Library, to
whom was referred the bill from the House of Representatives for the relief of Titian R. Peale, reported it without

Mr. SEWARD, from the Committee on Commerce, to whom was referred the bill to regulate the carrying of passengers in steamships and other vessels, reported a substitute for the same, and said that he had been directed by the Committee on Commerce to ask its immediate considerable. ration, as its passage was required by the Secretary of the Treasury in order to prevent the seizure of several vessels at New York city. The motion bring agreed to, the substi-ule was read.

tute was read.

Mr. BENJAHIN objected to the immediate consideration of the bill, as he had been requested by Mr. Fish, now absent, to oppose the passage of any bill which would conflict with one introduced by him for the better protection

On motion by Mr. TOUCEY, the Senate proceeded to the consideration of the bill to fix the salaries of the justices of the Supreme Court, judges of the district court of the United States, and the judge of the orphans' court of the Dis-

30, nays 15—as follows:

YEAS—Messrs. Allen, Badger, Bayard, Belt, Benjamin, Bright, Brodhead, Cass, Clay, Cooper, Dawson, Dedge of Wisconein, Evans, Geyer, Houston, Hunter, James, Jones of Iowa, Jones of Tennessee, Mallory, Mason, Morton, Pearce, Petiti, Pratt, Rusk, Thomason of New Jersey, Toncey, Walker, and Weller—30.

NAYS—Messrs. Brainerd, Douglas, Fessenden, Fitzpatrick, Foot, Gillette, Hamlin, Sebastian, Seward, Slidell, Stuart, Sumner, Thompson of Kentucky, Wade, and Wilson—15.

Mr. HOUSTON rose to make a personal explanation. He found upon his desk a pamphiet emanating from "General Thomas J. Green." There was a fellow of that name who was very notorious in connexion with some transactions in the past history of Texas, and he presumed that this was the same Thomas Jefferson Green. He should not charge of a committee of the Senate, he (Mr. Houstox) had, in the presence of the people of Kentucky, kissed the coffin containing the remains of the fillustrious patriot. This statement was unqualifiedly false. No such ceremony took place at any time. He would not detain the Senate by any further remarks concerning this person, and would only advise no one to touch him even with a fifteen-feet pole without gloves on, and then he should immediately cast the pole away to avoid contamination. He called on General Cass, as one of the same committee, to state whether any such occurrence took place.

Mr. CASS said that he saw nothing of it, and did not believe one word of the story.

believe one word of the story.

On motion by Mr. JONES, of Iowa, the Senate resumed the consideration of the bill to change the boundaries of the land districts in the State of Iowa, and for other purposes. Mr. J. submitted an amendment to the bill; which was agreed to; and the bill was then read a third time and passed. LAND DISTRICTS IN IOWA.

more to take the bill up now, and let that be a test vote, instead of consuming time in discussion as to the priority of business. He was of the opinion that there was a large majority of the Senate opposed to the bill, and he was willing to test the question at once.

Mr. JONES, of Tehressee, replied that the seartto from Maryland assumed that the bill proposes to repeal the duttes on railroad ron, and interfered with the tariff question. There was no such proposition in the bill; it simply proposed to give an extension of credit to railroad companies for their iron just such as has been enjoyed by railroad companies in Maryland and other States here tofore. He did not agree with the senator in the opinion that the bill could not pass this session; he thought the Senate would pass it by a decided majority, and he was willing to risk it either with or without debate. But the friends of that bill were too sharp to allow a test question to be made upon taking it up in competition with the Pacific-railroad bill. They did not want any antagonism between those two measures. He hoped his friend from Alabama would adhere to his agreement to call it up on Saturday, and let the Pacific-railroad bill, They did not want any antagonism between those two measures. He hoped his friend from Saturday, and let the Pacific-railroad bill, They did not want call it up on Saturday, and let the Pacific-railroad bill, They did not want call it up on the same of the bill and the same of the control of the mails from Panama to Call with the particular of the mails from Panama to Call with the same of the priority of the same accordingly protion of the bill was sail year (So. The bill appropriate States mail, otherwise, during the fixed year (So. Collins that the arrangement additional allowance to his line at the mails from New York to the was willing to risk it either with or without debate. But the mails from Panama to Call the mails from Panama Alabama would adhere to his agreement to call it up on Saturday, and let the Pacific-railroad bill go on now.

Mr. COOPER said that he should throw no obstacle in the way of taking up the bill to which the senator from Alabama had alluded, but he was totally opposed to it, and should expect to be heard upon it when it was taken up for consideration. He disagreed with the senator from Tennessee, who declared that it is not intended as a modification of the tariff, and does not interfere with that question, but simply proposes an extension of time. He believed that it would open the whole subject of the tariff, and hoped to be able to show that unless the Senate mean to do injustice to the great iron interest, they should reject the bill.

Mr. CLAY would not recovered.

Mr. CLAY would not move to postpone the special order, but gave notice that he should call up the railroadiron bill on Saturday, and should press its consideration. He would then endeavor to show that what the senator from Pennsylvania called the great iron laterest was insignificant when compared with the interests affected by railroads, and also that, instead of the bill affording protection to that interest, it was absolutely no protection at all.

The Senate then proceeded to the consideration of the bill for the construction of a railroad from the valley of the Mississippi to the Pacific ocean.

Mr. GWIN moved to amend the bill by striking out all after the enacting clause, and inserting, as a substitute, the bill "to authorize and facilitate the construction of a northern, a southern, and a central Pacific railroad and magnetic telegraph through the territories of the United States;" to which he had made some verbal amendments.

Mr. GEYER opposed the substitute as a most extravagant proposition. He would prefer a plan having two roads instead of three, the terminus of one of them to be south and the other north of the boundary between Arkansas and Missouri.

Mr. SEWARD was in favor of a road from the Mississippi valley to the Pacific. He thought the western terminus ought to be San Francisco; as to the eastern, although he had his own opinion as to what would be the most advantageous and proper point, he was prepared to surrender to the majority of the Senate for the sake of obtaining the passage of some bill. The geographical position and commercial advantages of New York city would make that in fact the eastern terminus of any or of all the roads which passage of some bill. The geographical position and commercial advantages of New York city would make that in fact the eastern terminus of any or of all the roads which Congress may open to the Pacific. He was prepared to vote for a road, but in doing so he wished to vote for a bill that would secure the construction of a road. He did not think it practicable to attempt to build three roads at once. His own judgment was in favor of one road; but if overruled, he should go for the bill as the majority of the Senate might amend it.

The question being taken on the adoption of the substitute, it was agreed to—yeas 24, nays 14—as follows:

YEAS—Messrs. Adams. Allen, Badger, Bell, Benjamin, Brown, Clay, Dodge of Wisconsin, Douglas, Evans, Fitzpatrick, Foot, Gwin, Houston, James, Jones of Iowa, Jones of Tennessee, Rusk, Sebastian, Shields, Staart, Thompson of Kentucky, Toncey, and Weller—24.

NAYS—Messrs. Bayard, Brainerd, Brodhead, Chase, Cooper, Dawson, Gever, Pearee, Pettit, Seward, Sumner, Wade, Wells, and Wilson—14.

After some further debate, Mr. JONES, of Tennessee, moved to lay the bill on the

The motion was not agreed to year 22, nays 23-as YEAS-Messes, Adams, Allen, Bayard, Brodhead, Clay, Clayton, Cooper Dawson, Evans, Pessenden, City, Chyton, Cooper Dawson, Evans, Fessenden, Fitzpatrick, Hanter, Mailory, Mason, Fearce, Fettit, Summer, Thompson of Kentucky, Toucey, Wells, and Wilson—22.

NAYS—Messrs. Badger, Bell, Benjamin, Brainerd, Bright, Chase, Dodge of Wisconsin, Douglas, Foot, Geyer, Gillette, Gwin, Houston, James, Jones of Iowa, Jones of Tennessee, Rusk, Seward, Shields, Slidell, Stuart, Wade, and Weller—23.

HOUSE OF REPRESENTATIVES.

question being taken, the decision of the Chair stood as the

mary and superior ocean-bound steamers as those of the Collins line.

Mr. SMITH, of Virginia, replied at length to the remarks of Mr. Olds. The introduction of such an amendment by the gentleman was entirely unexpected by him, from the fact that the gentleman, some years ago, openly and boldly denounced the proposition to allow Mr. Collins additional compensation for transportation of the mails from New York to Liverpool. He considered that the gentleman's conversion was no less sudden than that of St. Paul. Commodore Vanderbilt had proposed to perform this mail service for \$15,000 per trip; and he thought it a gross violation of the universal practice of the government, of giving contracts for mail service to the lowest bidder, to allow to E. K. Collins \$33,000 per trip. He was opposed to the entire system of maintaining and supporting mail steamers at the expense of the government.

Mr. WALBRIDGE, (dem.,) of New York:

Mr. Chairmas: Looking to the important relations which the city of New York bears toward the commerce of the Union, and the measure of her annual contributions to the revenue of the country, no one will deny she has a legiti-

revenue of the country, no one will deny she has a legiti-mate right to be heard in the matter now before us.

mate right to be heard in the matter now before us.

The question involves high and grave considerations. It affects deeply our commercial interests, and is no less than this: Shall American maval enterprise, invited by your legislation, begun and sustained under your auspices for the wisest considerations, and resting upon a basis of the soundest economy to the country, be neglected or discarded by hesitancy or refusal to continue the contract which gives us a position of ascendency in the rivalry between this country and Great Britain in ocean navigation?

The state of the control of the cont